

Louisiana Department of Transportation and Development

**US 90 (FUTURE I-49)
LA 318 INTERCHANGE**

**ST. MARY PARISH
DESIGN-BUILD PROJECT**

State Project No. H.004932/Federal Project No. H004932

**REQUEST FOR PROPOSALS
RESPONSES TO PROPOSER QUESTIONS
(Questions received through February 5, 2015)**

Part and Section Number	Proposer Comment	Department Response
Addendum Number 1	In Addendum Number 1, the Department revised the Northwest Frontage Road criteria to meet LC-2 classification. We have been unable to find any information on LC-2. Will the Department be able to furnish us with a copy of LC-2 Design Criteria.	<i>See Addendum Number 2.</i>
Design Drawings	Along the Northwest Frontage Road, between approximate Stations 425+00 to 445+00, the required right-of-way appears to abut the back of the existing property owners parcels. This condition impacts a total of 11 parcels. Is it the intent of the Department to allow these homeowners, at some point in the future, to be able to apply for a driveway permit to access the new frontage road or is it the intent of the Department to purchase diminished access rights of these homeowners so they cannot access this frontage road?	The LA DOTD's intent is to allow these homeowners, at some point in the future, to apply for a driveway permit to access this new frontage road.

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Contract Documents, Part 2 – Design-Build Sections 100s, DB Section 108, Appendix 108C – Key Personnel Qualifications and Requirements, Section (O)	Section O states “ Right-of-Way Acquisition Manager: The Right-of-Way (ROW) Acquisition Manager must be a Louisiana License General Appraiser pursuant to the Louisiana Licensed Real Estate Appraiser Law, as well as have a minimum of five years of demonstrated experience in highway ROW appraisals, maps, acquisitions, and relocation assistance on federally-funded projects.” Question - Typically a Real Estate Manager would be an individual with experience in title research, negotiations and administering relocation benefits under the Uniform Relocation Act (URA). The Appraisal Manager would be a Louisiana licensed appraiser involved in project appraisal requirements and would not typically have knowledge and experience with URA. We request that DOTD revise the qualifications of the ROW Manager by removing the need to be a licensed real estate appraiser. We suggest adding the qualifications for an Appraisal Manager as well.	See Addendum Number 2.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Roadway Geometrics Performance Specification, Section 5.4(B)	Will DOTD allow all types of Test Level 3 barriers in the median?	<i>See Addendum Number 2.</i>
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Maintenance of Traffic Performance Specification, Section 2.0(A)	Is there a specific analysis that DOTD would like to see performed to satisfy the requirement to implement a TMP that “maintains or improves safe traffic flow”?	The analysis is described in EDSM VI 1.1.8.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Maintenance of Traffic Performance Specification, Section 2.0(A)	We understand any project on the US 90 corridor requires a Level 3 TMP. Can you confirm this? If the proposer's concept falls within the requirements outlined in the LADOTD EDSM for a Level 2 TMP, will that be acceptable, or will a Level 3 be required regardless of the proposer's plan to maintain traffic?	Level 3 is required on US 90. LA 318's required analysis will be determined according to EDSM VI 1.1.8.
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Maintenance of Traffic Performance Specification, Sections 2.0(H) and 6.2(N)	Will DOTD provide a pavement design section specifically for diversion pavement on LA 318 based on sugarcane hauling vehicles?	No. The Proposer is responsible for the design of any temporary roads needed for the overall maintenance of traffic.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Maintenance of Traffic Performance Specification, Section 5.0(H)	Can DOTD clarify the modeling requirement? What type of model? Which roadway(s) needs to modeled?	<i>See Addendum Number 2.</i>
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Environmental Performance Specification, Sections 2.0(B) and 6.1	Section 2.0B requires adherence/compliance with the mitigation commitments and conditions, and Section 6.1 states to avoid impact pile driving where possible in noise sensitive areas, and avoid nighttime activities in residential areas. Does this require the use of drilled piles and/or vibratory pile drivers for the entire project? If not, what is the distance from a residence that impact pile driving will be prohibited?	The LA DOTD will not require drilled piles or vibratory pile drivers for the entire Project. However, the Design-Builder is responsible for mitigating noise and vibration that may affect residences adjacent to the construction site.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Environmental Performance Specification, Section 6.1.2	When will DOTD make the determination about the trees, and what will it be based on? Who is responsible for removal or relocation? If the decision is to relocate the trees, is the D-B responsible for assessing the condition of the tree for relocation? Also, how will DOTD address this change in scope?	As stated in the performance specification, the LA DOTD will make a decision during final design. The LA DOTD would like to keep the trees in place, if the final design can avoid impact to the trees. If not, the Design-Builder will be responsible for the relocation of the two trees noted.
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Environmental Performance Specification, Section 4.2 and Part 5 – Engineering Data, Section 5.0 and Interchange for US 90 and LA 318 Environmental Assessment	If a proposer modifies an alignment (mainline, LA318, ramps, frontage roads, or local roads) in any way from the approved Alternate E provided in the RFP, or if the proposed ROW does not exactly match the locations/areas as shown in the approved alternate, does that necessitate a re-evaluation of the environmental document? If the answer is no, then can DOTD clarify/define what modification of the geometry or ROW would require further environmental evaluation?	<p>According to the Federal Highway Administration (FHWA) Louisiana Division, an environmental re-evaluation will be required if the approved Alternate E alignment is modified. The documentation level for the re-evaluation will be determined based on the context and magnitude of impact caused by the modifications.</p> <p>An environmental re-evaluation may be required if the Right-of-Way (ROW) does not match the ROW as approved in the Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The need for a re-evaluation and</p>

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and Finding of No Significant Impact		documentation level will be determined based on the context and magnitude of impact caused by the modifications.
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Environmental Performance Specification, Section 4.2 and Part 5 – Engineering Data, Section 5.0 and Interchange for US 90 and LA 318 Environmental Assessment and Finding of No Significant Impact	If one area/quadrant of the project is modified such that it requires environmental re-evaluation, does that mean that no work (design or construction) can proceed in other areas of the project that do match the approved alternate provided in the RFP?	According to the FHWA Louisiana Division, when an environmental re-evaluation is triggered by modifications in one area, and such modifications will not affect the approved decision in other areas (quadrants, roads, etc.), the Design-Builder may be able to commence design and construction on areas not affected or potentially affected by the re-evaluation. Coordination with the FHWA Louisiana Division is critical to determine the extent of the design and construction work to be performed during the environmental re-evaluation.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Section 4.0	What geographic limits will be required by DOTD for residential and tenant residential property comps.? During the appraisal/acquisition process, if it's required or desired by DOTD to expand the limits, how will DOTD address this change in scope?	Replacement comparables should be in the same school and voting district as the affected property, but the search area should be expanded until suitable comparables are found. This search for suitable comparables is considered part of the original scope of work and is not eligible for additional compensation. If no suitable comparable is found, new construction would be considered.
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Section 4.0	If no replacement housing can be found and the owner chooses to build, how will the DOTD address this change in scope?	If no replacement housing can be found, the displaced always has the right to build new construction housing (this would be part of the LA DOTD reimbursement cost). The LA DOTD will consider temporary housing costs as eligible reimbursement if needed to clear the Right-of-Way (ROW) for the Project.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Section 4.0	In order to expedite construction, will DOTD allow individual parcel acquisitions from the same property owner?	Typically, the LA DOTD acquires on an ownership basis, however, in order to expedite the Project, the LA DOTD will work with the Design-Builder to implement separate acquisitions from the same property owner.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of- Way Acquisition Performance Specification, Section 4.0	Section 4.0 Requirements, Part A states: Title Research Reports – Title research reports shall be performed by one of the LA DOTD Real Estate Section’s approved title work consultants and shall consist of obtaining the necessary title research reports in accordance with LA DOTD Title Research Report Manual. Question – Our consultant that we have on our Team to conduct these Title and Right-of-Way services currently has three individuals listed on LA DOTD’s 2014 Titlework Panel Report and the Right-of-Way Agent Consultant Panel and is currently providing title work and right-of-way acquisition services for DOTD. We request concurrence from DOTD that having individuals on this list allows our consultant to conduct this type of work. In other words our consultant does not have to also be on the 2015 Retainer Contract Panel as they are not.	Right-of-Way consultants must be on the LA DOTD Real Estate 2015 Retainer Contract Panel.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Sections 4.0 and 5.0	If title issues such as multiple owners or large undivided interests prevent a normal acquisition process, will DOTD expropriate in the name of the estate? Will DOTD allow partial buy-outs of some of the owners and expropriate the rest?	If title issues identify large undivided interests, the LA DOTD will expropriate as long as all other real estate procedures are followed.
Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Sections 4.0 and 5.0	Will DOTD immediately file expropriation after the typical 90-day negotiation period for improved parcels and 30-day period for unimproved parcels expires? If these time periods are unacceptable, what time periods should the proposer assume? Do these time periods include counter offers? In the event that negotiations extend beyond these time periods, how will DOTD address this change in scope?	The 90 day negotiation period for improved parcels and 30 day negotiation period for unimproved parcels will be used.

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Contract Documents, Part 3 – Design Requirements and Performance Specifications, Appendix A – Performance Specifications, Right-of-Way Acquisition Performance Specification, Section 5.0	To assist the proposer with developing an overall schedule, will DOTD define the review timelines (maximum # days) for each ROW submittal type (ROW Plan, Conceptual Stage Relocation Plan, JPR, Final ROW Map, ROW Stage Relocation Plan, Appraisals/Just Compensation, etc.)? Can you define the maximum time needed for DOTD to approve the Act of Sale, and to process the vouchers (including cutting checks and providing these to the design-builder)?	<i>See Addendum Number 2.</i>